

Catlett, Calverton and Midland Guidelines

1. General Design Principles. The fundamental unit of community design is a mixed use downtown surrounded by residential or employment neighborhoods, then by open farmland and environmental areas.

- a. Catlett, Calverton and Midland should be distinguished by a well defined “hard edge” of closely spaced buildings in contrast with the open space character of the surrounding countryside.
- b. Principal points of entry into Catlett, Calverton and Midland should be memorable and the first element of a sequence leading to the settlement’s gathering place.
- c. Each settlement should have a central gathering place; a focal outdoor place edged with lively mutually supportive commercial and/civic spaces for people and should contain, for example, a new or an existing prominent feature(s) as a symbol of center. Features can be in combination, such as a monument, a church, school, library, post office, or a historic core of buildings (residential and commercial).
- d. A hierarchy of parks and squares should be distributed strategically for maximum benefit and convenience and should culminate in the central gathering place.
- e. The communities should be designed in a generally rectilinear pattern of blocks and interconnecting streets and alleys, defined by buildings, street furniture and landscaping as distinct public places to be shared equally by pedestrians and cars.
- f. The village neighborhoods and center should be designed to accommodate a variety of land uses; similar land uses should generally front one another across a street, while dissimilar land uses shall generally abut along alleys or rear property lines.

2. Detail Design Guidelines

- a. **Blocks.** Blocks of a generally rectangular shape should be the main organizing feature of the largely residential village neighborhoods and the village or center. While topography, existing vegetation, hydrology and design intentions will influence block shape and size, the perimeter of such blocks should range between 1,000 and 1,800 feet in length as measured along lot frontage lines, between intersections of streets.
- b. **Lots.** Village and town blocks may be subdivided into lots, having frontage on a street. Their generally narrow rectangular shape should respond to environmental factors, the proposed use and design intentions. The community will be best served by lot design, which includes a variety of sizes and especially lot widths.

3. *Roads and Streets*

- a. Road, street and alley layouts in the town should be designed in a hierarchical, rectilinear pattern - arterial, major/minor collector and local access - with geometrical variation as required by traffic safety, environmental factors and design intentions. Roads, streets and alleys should terminate on other roads and streets.
- b. Roads, streets and alleys should be designed to:
 - Parallel and preserve existing fence lines, tree lines, and stone walls;
 - Minimize alteration of natural site features;
 - Secure the view to prominent natural and man made vistas;
 - Minimize the area devoted to motor vehicle travel;
 - Promote pedestrian movement so that it is generally more convenient and safe to walk short distances than to drive.
- c. Roads and streets should be designed as a set of parallel zones;
 - A zone of moving vehicles;
 - A buffer area of street trees, lower level planting and parked cars;
 - A pedestrian movement and meeting zone; and
 - A yard adjacent to residential buildings or an entry zone adjacent to other buildings.
- d. Front and Side yards. The minimal front and narrow side yard depth and widths of new and infill lots should be similar with those of village lots. Fences, walls and hedges should be used to define form, yet share these transitional spaces with the public realm of the street.
- e. Structures. The building mass of structural additions, and of new infill structures, should maintain the volumetric size and shape of neighboring structures, as seen from the fronting and surrounding streets. Particular care should be taken to choose roof pitches that are similar with those nearby.
- f. Doors, Front porches and Carriage Lights. These are perhaps the most important façade features in terms of an interesting streetscape. These features need to be chosen with special care for compatibility with the theme of the supporting structure and with those nearby. At least 50 percent of any new infill structures should have a front porch or covered entryway.
- g. Fronting buildings should generally be placed no more than three or four times their height apart, and should usually be placed much closer, while spatial definition should be reinforced with the regular planting of street trees chosen to develop an overhead leaf canopy.
- h. Additional street definition should be sought by emphasizing block corners, with decorative street lights, prominent building details, by designing streets to close or

visually terminate on a significant feature such as an axially placed building facade, the view of a church spire or clock tower or some significant natural view.

5. *Parking*

- a. Parking for residential, civic, commercial, workplace and recreational uses should generally be located at the rear of lots and no off-street parking shall be permitted in front yards. Adjacent off-street parking lots shall have off-street vehicular and pedestrian connections. Continuous parallel parking for additional cars and visitors should be provided on the streets in front of such lots.
- b. Access for off-street parking should generally be achieved by means of alleys, off-street vehicular connections between adjacent parking lots and side streets. Driveway curb cuts on streets serving single family detached house lots may be allowed if spaced to allow parallel parking for at least two cars (a minimum of 36 feet) between successive driveways.
- c. Off-street parking areas and garages should be designed to have low visibility and consequently shall not be located at the visual termination of roads and streets and shall not be the principal use of corner lots. To this same end, garages and carports should be offset from direct view and should be located a minimum of 6 feet behind the principal building facade.
- d. Requirements for off-street parking serving an individual lot may be reduced provided that the applicant demonstrate adequate parking is provided on-street and/or within a distance of 200 feet from the lot.

6. *Landscaping*

- a. Roads and streets shall generally be planted on both sides with street trees spaced, according to species, at regular intervals to ensure tree health and overhead leaf canopy. In residential areas, these trees may be planted in the front yards of homes, adjacent to the right-of-way.
- b. Parking lots with more than 20 to 25 spaces and, if larger, the parking lot should be divided into bays by lines of trees and shrubs. 15 percent of the interior parking lot should be landscaped. Within this interior space should be one deciduous tree for every 8 spaces. Parking lots should be completely screened from adjacent streets with fencing and landscaping, walls and landscaping, or hedges with a minimum of 3 feet in height. The screening method selected needs to be compatible with the neighborhood in which it is located.

7. *Utilities*

- a. Utilities shall be located underground whenever possible. Utilities may be located underground within street right-of-ways, but outside the street pavement area, unless a means of service access is provided which allows maintenance without disturbing the pavement.

- b. All above ground utility boxes and other facilities should be co-located and screened from road and street view.